

PHILLIP ISLAND AUTO RACING CLUB LTD
Phillip Island 300 RACE MEETING
SATURDAY 24th & SUNDAY 25th JUNE



SUPPLEMENTARY REGULATIONS

1. EVENT DESCRIPTION AND AUTHORITY

The event will be a Multi Club Race Meeting, conducted at the Phillip Island Grand Prix Circuit over a lap distance of 4.45km in an anti-clockwise direction on 24th & 25th June 2017. The event will be held under the International Sporting Code of the FIA, National Competition Rules of Confederation of Australian Motor Sport Ltd (CAMS), The Race Meeting Standing Regulations, the Phillip Island Grand Prix Circuit Standing Race Regulations (Issue 04/2014), these Supplementary Regulations and any Further Regulations or instructions issued for the Meeting. The event will be conducted under and in accordance with the CAMS OH&S and Risk Management Policies, which can be found at www.cams.com.au CAMS Permit Number 317/2506/01.

NOTE: This event is closed to the public, only persons directly associated with the event/competitors will be admitted - spectators will not be admitted to the venue.

2. PROMOTER

The event will be promoted and organised by the Phillip Island Auto Racing Club Ltd of RVAC Building, First Ave, Moorabbin Airport MENTONE VIC 3194

ADDRESS FOR ALL MAIL –
Entry Secretary PO Box 689 CRANBOURNE 3977

3. ORGANISING COMMITTEE & OFFICIALS

The Organising Committee shall comprise the following:-

M.Balcombe (Cams L/N 9445878), W. Reid (Cams L/N 8831), M. Scolah (Cams L/N 9340852)

Officials:-

Secretary of the Meeting –Matt Balcombe (Cams L/N 9445878).

Clerk of Course- Warren Reid (Cams L/N 8831)

Chief Scrutineer- TBA by further regulation

4. STEWARDS

The Stewards of the Meeting – TBA by CAMS

5. ENTRIES

Entries open on publication of these regulations and close on 7th June 2017.

Each Competitor must hold a CAMS Competition Licence unless they comply with (a) or (b) below. Each Driver must hold a minimum of a CAMS Provisional Clubman Circuit competition or;

(a) hold a MotorSport New Zealand competition licence and Tasman Visa valid for the event; or
(b) hold a minimum of the highest grade National Licence issued by a foreign ASN together with an authorisation issued by that ASN for the event; each such Driver and Competitor:

(i) shall be ineligible to score points in any Championship/Cup/Series/Trophy/etc connected with the event; and

(ii) must receive an authorisation to compete from CAMS prior to the event;

The Organiser confirms that the circuit to be used for this event holds the necessary CAMS National Track licence for each of the events nominated in these Supplementary Regulations.

The entry fee for VicV8s shall be as per agreement between event organisers and category club representatives.

The entry fee for the Phillip Island 300 is \$700.00 (GST inclusive) for entries received prior to 27th May 2017 & \$850.00 thereafter until close on 7th June 2017.

The entry fee for Multi-club races and Regularity is \$375.00 (GST inclusive) for entries received prior to 27th May 2017 & \$425.00 thereafter until close on 7th June 2017.

Entries should be submitted on the CAMS Event Entry system at www.meecamsau.com or on the official entry form.

Entry forms must be completed in full, and accompanied by the appropriate entry fee to be considered for acceptance.

Cheques should be made payable to PIARC Ltd, & forwarded to the Entry Secretary at PO Box 689, Cranbourne, 3977.

The Organisers reserve the right to accept or reject any entry without assigning a reason (NCR 83).

6. INVITED COMPETITORS

The Phillip Island 300 is open to members of any CAMS club and cars complying with 3rd (Touring Cars) Category Cars and 2B/2F (Prodsports) including 2B Porsche 944

Races, restricted to members of the following CAMS clubs, and open to cars complying with club rules for: Victorian V8s Inc. (VicV8s)

Further racing classes to be advised by Further Regulations.

Regularity Trial, open to members of any CAMS Club, with cars complying with the requirements of Regularity Trial Standing Regulations and Schedules A & B of the CAMS Manual

7.SCRUTINY

Targeted Scrutiny procedures will be applied at this meeting for all racing classes.

Competitors must present their appropriate CAMS Licence, CAMS affiliated car club membership, and vehicle logbook at document checking/scrutiny.

All driver apparel shall be in accordance with Schedule D of the current CAMS Manual.

Regularity vehicles will be subjected to safety checks prior to participating on any day of the event. Competitors must present their CAMS Licence, CAMS affiliated car club membership, and vehicle logbook (if issued) at document checking prior to attending to scrutiny in the first instance

8.AWARDS

The promotor will make available, to the winner of each race upon request, a Certificate of Achievement. Other organisations may make awards available at their discretion, or as defined in their sporting or club regulations.

There will be no sheep stations, gold plates or large cheques! This event is racing for the sake of racing, it is all about providing an entry to Motor Racing. Conduct of competitors is expected to reflect this.

9.GENERAL

Protests, if any, must be lodged in accordance with Part XII of the NCR.

The promotor reserves the right to cancel, abandon or postpone the event in accordance with NCR59.

Certain public, property, professional indemnity and personal accident insurance is provided by CAMS in relation to the event. Further details can be found in the CAMS Insurance Handbook, available at www.cams.com.au.

10.ANTI DOPING POLICY

Any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach in accordance with the CAMS Anti-Doping Policy and/or the CAMS Illicit Drugs in Sport (Safety Testing) Policy as published on the CAMS website.

Consumption of alcohol in the paddock, pits or any section of the competition venue/course under the control of the Officials is forbidden until all competition is concluded each day.

Accordingly, any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a CAMS Accredited Testing Official (CATO) in accordance with the CAMS Standard Operating Procedure for Breath Alcohol Testing.

11. GARAGES

Garages will be available for hire at an additional fee.

12. REFUELLING REQUIREMENTS FOR PHILLIP ISLAND 300

Refuelling shall be in accordance with Schedule N of the CAMS Manual, these regulations and any further regulations issued. Each competitor's personnel who will be involved in any refuelling operation shall be required to attend a refuelling briefing. Timing of the refuelling briefing will be notified via Further Regulations

- 12.1 An automobile fitted with its standard fuel filler aperture that does not have a CAMS Standard Coupling, utilising the Siamese dry break fittings, may refuel in its pit bay in the pit lane utilising hand operated pumping equipment; or
Alternatively, an automobile fitted with its standard fuel filler aperture that does not have a CAMS Standard Coupling, utilising the Siamese dry break fittings may refuel in a designated refuelling area external to the pit lane, using containers of not more than 20 litre capacity or by the organiser appointed fuel supplier.
- 12.2 Refuelling shall only be conducted in the Pit Lane or designated Refuelling Area. For refuelling by a hand operated pump the following shall apply:
- (i) Equipment must have inbuilt earthing and petrol compliant fittings;
 - (ii) The pump and nozzle assembly may be installed in a 205 Litre Fuel Drum;
 - (iii) Each drum must be tethered along with an earth cable to the pit building; and
 - (iv) Each person involved in refuelling the automobile must wear apparel which complies with Schedule N, Part 2 of the CAMS Manual of Motor Sport.
- The following equipment, or similar as approved by the Chief Scrutineer, must be used:
A Macnaught Rapidflow hand operated pump fitted to a 2.5 metre Maximus dedicated fuel hose (Ref No RWPS09-025) that incorporates inbuilt copper earth wire and non-kink wire coiling. *Note:* Some automobiles may require a longer hose.
A Topgun filler nozzle with cut off handle that controls fuel flow.
- 12.3 Each competitor must supply and have available for use at least one (1) up to date, tagged and fully functional dry powder fire extinguisher, of a minimum capacity of 9kg (two complying 4.5 kg fire extinguishers may be used to meet this requirement).
- 12.4 It is compulsory to notify the designated officials of your intended re-fuelling no less than one (1) lap before attempting the stop for the refuelling operation.
- 12.5 It is compulsory for any refuelling stop to take not less than **5 minutes** from the time the automobile enters Pit Lane (40 km/h sign) until the car exits Pit Lane (speed de-restriction sign).
- 12.6 Each automobile must turn off their engine before re-fuelling starts; or
A turbocharged automobile is permitted to leave the engine running provided that:
- (i) a second appropriately-attired fire attendant is stationed at the front of the car with a second additional 9kg fire extinguisher. This attendant is additional to the required re-fuelling personnel.
- 12.7 Each wheel closest to the automobiles fuel filler must be covered by a flame retardant material or a wet towel to reduce the risk of any spilt fuel making contact with hot brake components.
- 12.8 A competitor deemed, by judge of fact, to have had spilt fuel during a refuelling operation of their automobile will be penalised and held in Pit Lane for an additional 5 minutes.
- 12.9 No servicing of the automobile may take place whilst refuelling is in progress. Servicing can only commence after all refuelling activities have been completed and shall only be conducted in the competitors designated pit bay in the pit lane. Time for servicing the vehicle may be included in the total pit stop time as designated in 12.5.
- 12.10 All refuelling equipment must be scrutineered before racing commences.
- 12.11 Once re-fuelling has been completed the number of people that can work on the car is free.

The maximum volume of fuel that may be stored in a pit garage is 60 litres, unless that fuel is held in a single container (such as drum or overhead fuelling rig as per Schedule N) and that container is to be secured and earthed as describe in these regulations or Schedule N – whichever may apply.

Matt Balcombe
SECRETARY OF THE MEETING.